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No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MARCH 20TH, 1911.

The enactment of a Factory Law in Japan is a reminder of the industrial growth of that country and of the arrival of conditions which make control necessary. As a matter of fact the Japanese Government has long felt the necessity of putting some restraint on the rapacity of factory owners, but in the absence of any large body of public opinion in favour of this course it has met with considerable difficulties in getting a measure accepted by the Diet. Thus nearly ten years have elapsed since the first Factory Bill was introduced in the Diet, of which the measure which has now passed through the House of Representatives must be considered as only an acknowledgment. The fact that the Bill met with great opposition and that it was only finally passed after great concessions had been made is hardly surprising. Human nature is much the same all the world over, and the arguments which were raised against similar legislation in England in the 18th and 19th centuries were repeated in Japan almost word for word in the 20th century. The Government was told that industrial conditions did not admit of any restriction on the age and hours of labour of the workers, and more especially that stoppage of night work would result in many promising industries being checked. These are just the arguments produced by the 18th century statesmen, one of the most famous of whom

publicly put on record his belief in child-labour as a recognised part of the national wealth. At the same time it must be noted that the Japanese Government has all along recognised the necessity of such legislation, in the face of the opposition of the factory-owners and the apathy of the workers. This is in favourable contrast to the conditions which brought about similar legislation in 18th-century England, when it was the Government that was apathetic and a brave body of disinterested philanthropists, organisers of the crusade. In Japan, however, the sacrosanct position of the legislature renders such reforms easier. Though the Japanese Government has won the day, it has been at the expense of numerous concessions. Child-labour for those under ten years of age is abolished, which must be considered a decided victory, for statistics, not generally available, show that the number of children under ten so employed amounted to an astonishing figure. In future no child under twelve can be engaged, but those between ten and twelve now at work are to be left. There are also restrictions on hours of labour of children and women, but the total abolition of night work for boys under fourteen and girls under twenty is postponed for fifteen years. Some of the employers, it may be noted, wished this term made longer, and this throws curious light on the general youthfulness of the factory workers in Japan. It would not be too much to say that at least ninety per cent. are under 35 years of age, while probably fifty per cent. are under twenty. Naturally, where there is nothing in point of experience between youth and age, the factories find youth cheaper and stronger. It must always be remembered that Japan's industrial development is in its infancy; it cannot even walk alone yet. The years of patient labour and experiment which have built up industries in the West have yet to be gone through, and the manipulative talent which enabled Coventry to pass from watch-making to bicycle manufacture with hardly a break has yet to be evolved. It is curious that although the Japanese consider themselves cleverer with their fingers than Western nations, in those industries which demand great skill in manipulation, such as watch-making, they show no special aptitude. The Factory Law has been the means of throwing light on the nature of the factories concerned. The first proposal of the Government was to apply the law to all factories employing more than ten persons. In Committee this number was altered to twenty, but finally the House of Representatives agreed to fix it at fifteen. It will thus be seen that what are considered factories in Japan are in many cases merely workshops. In fact the alteration of the applicability of the law from factories containing ten employees or over to those containing fifteen or over placed thirty per cent. of the factories outside the scope of the measure, the number of factories to which it now applies being reckoned as ten thousand. The undeveloped nature of Japan's industries could hardly be shown more clearly.

The English mail of the 18th February was delivered in London on the 17th inst.

Captain Palmer, of Pagoda Anchorage, has instructions to leave for Wenchow. His successor at Foochow is Captain Powell.

Captain J. A. S. Murray, who left Hongkong last November and is now stationed at Devonport, has been granted the rank of Major.

Oxford and Cambridge University men in Hongkong hold their annual dinner on the 1st proximo. An advertisement appears on page 4.

Col. J. K. Johnston, C.B., of the Royal Marines, who was in command of the Royal Marine contingent on the occasion of Admiral Seymour's advance to Peking, has been promoted Major General.

The March Criminal Sessions were formally opened on Saturday and adjourned until Monday. The calendar this time contains only two cases. They are—Un Yau, kidnapping; Wong Hing Tong, manslaughter.

The Ven. Archbishop and Mrs. Barnett left on Saturday for England, their departure being the occasion of an interesting farewell by the boys of St. Stephen's College. Two launches, one with the Rajputs Band on board, escorted the travellers to the steamer.

The new General Staff Officer in Hongkong in succession to Major A. H. S. Hart Synnot, D.S.O., will be Major James B. G. Tulloch, P.S.C., of the King's Own Yorkshire Light Infantry, who has been garrison adjutant at Dover.

An announcement in the Gazette states that Senior Military Sub-assistant Surgeon D. Towari and third-class Military Sub-assistant Surgeon Savan Singh, who are allowed private practice, are authorised to grant death certificates.

Major John A. C. Somerville, of the Royal Sussex Regiment, has been appointed Military Attaché at Tokyo.

Among the latest naval appointments is the appointment of the Rev. A. C. Moreton, M.A., as Chaplain to H. M.'s Dock Yard and Royal Naval Hospital, Hongkong.

It is announced in the Foochow Echo that H. I. M. the Kaiser has graciously permitted Mr. G. Siemssen, German Consul at Foochow, to accept and wear the insignia of a first-class Knight of the Order of Gustav Vasa, conferred on him by H. M. the King of Sweden.

The Registrar-General, in a notification in the Government Gazette, warns Chinese, of the risk they run in proceeding to Great Britain in search of work. Only those should go who have posts already secured for them, or have the means to pay their passage back if unsuccessful in obtaining employment, otherwise they are liable to find themselves left destitute in Great Britain.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Johnson & Co.	\$25
Gilman & Co.	25
Holland & China Trading Co.	25
A. M. Eschbayer, Esq.	25
Johnson Stokes and Master	25
Gibb, Livingston & Co.	25
Dodwell & Co.	25
Leigh and Orange	25
Linstead and Davis	25

We regret to announce that news reached England by cable from Tasmania of the death on the 12th ult. of Mr. Rupert Cecil Alabaster, late Royal Field Artillery, and Associate of the Royal School of Mines and Associate of the Institute of Mining and Metallurgy, eldest surviving son of the late Sir Chas. Alabaster, K.C.M.G., H.B.M.'s Consul-General to China, and of Lady Alabaster of Boscombe, and a brother of Mr. C. G. Alabaster, barrister-at-law, of Hongkong. Mr. Rupert Alabaster was only 32 years of age and leaves a widow and a little son, two years old.

THE AVIATION MEETING.

FLIGHT AT SHATIN.

Disappointment was the note of Saturday afternoon. After very adequate arrangements had been made for the opening of the aviation meeting at Shatin the wind proved too strong for a safe ascent to be made until after the visitors from Hongkong had taken their departure.

The arrangements planned for the meeting were very satisfactory. A site at the head of the tidal cove opposite Shatin railway station had been selected. This is mostly untouched by the incoming tide, but streams had to be bridged and the spongy paths prepared with sand. The site formed a natural amphitheatre, and the eye of the spectator travelled with pleasure over tree-colored slopes behind the railway station, or over the mountain sides whose peaks showed up prominently. Brilliant sunshine rendered the outlook more agreeable and made the prospect of an ascent exceedingly hopeful, but the fresh breeze which came in from the sea did not lessen until after five o'clock.

A goodly number of spectators took advantage of the facilities offered by the railway. Some went out as early as eleven o'clock, but the majority travelled by later trains. The volume of waiting was beguiled by the selections of music rendered by the band of the Rajputs under Bandmaster Coke. Interest was manifested, of course, in the aviator himself, Mr. Van der Born, a conspicuous figure in kilt and shorts. Excitement was stirred when, after the arrival of his Excellency Sir Frederick and Lady Lugard, accompanied by H.E. Admiral Winslow and party, the garage was opened and the biplane came into view. Glasses were levelled to watch the operation which followed. Tyres were placed on the wheels, the flying machine was moved out, and thin planks were laid on the sand on which it should run. But this ended the operations. The biplane was left in the open, and after their Excellencies had been informed that an ascent could not be made unless the wind decreased, the onlookers dispersed and made their way to the station and returned to town, disappointed with their abortive excursion. But it happened that after the last train had left for Hongkong the wind dropped. The aeroplane, which had been returned to the garage, was brought out, and the aviator seated himself in it and took command. "Like a bird!" the biplane rose in less than a hundred yards, soaring upwards to a height of about 300 feet. At this level it circled the aerodrome, then shot upwards. After sailing round at the greater altitude for some time the planes were adjusted and the machine dived till within a hundred feet or so from the ground. With the quickness and certainty of a bird its downward motion was changed, and it sailed along at this height for some time and then alighted easily near the garage. The spectacle was thrilling, and those who witnessed it declared that it was well worth seeing. The motion of the aeroplane was graceful and birdlike. Those who were fortunate enough to witness the flight were mostly those who had come from beyond Shatin.

Yesterday the gale which was blowing gave little promise that an ascent would be made, but nevertheless a considerable number went out in the morning to have an opportunity of inspecting the machine.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO"]

THE JAPANESE IN MANCHURIA.

PEKING, March 19th.

The Japanese Minister has communicated to the Board of Foreign Affairs that additional consulates are required to be established in different parts of Manchuria, and that the Custom House in Darien must be under Japanese control.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

THE BRITISH EASTERN SQUADRON.

LONDON, March 19th.

Discussing Naval problems, the "Times" says present conditions may change, and it may become advisable for Great Britain to re-establish an Eastern Fleet.

BAGDAD RAILWAY AGREEMENT.

LONDON, March 19th.

A Constantinople telegram states that an agreement has been reached between the Bagdad Railway Co. and the Porte.

The Company renounces its lion on a 4 per cent. increase of the Customs, receiving instead as security the general revenues of the Empire.

The agreement concedes to the Company the building of the branch line from Osmanieh to Alexandretta, including the construction of Port Alexandretta.

It is understood that in the Agreement the principle is practically attained regarding the terminal section from Bagdad to the Gulf, of the Company giving a free hand to the Government with the reservation that Germany will have equal participation with any other Foreign Power.

CHINA'S "SWELLED HEAD."

SIR FRANCIS YOUNGHUSBAND'S VIEWS ON THE RUSSO-CHINESE CRISIS.

LONDON, March 18th.

Sir Francis Younghusband, in a letter to "The Times," considers it more likely that China is the aggressor than Russia, and says that China has suffered from a swelled head ever since the Russo-Japan war, and that China seems to take it for granted that she can disregard treaty obligations with impunity in Kuldja as she has done in Tibet.

DEATH OF BISHOP MASOT.

We regret to learn that a telegram was received by the Spanish Dominican Procuration yesterday giving the sad news of the death of his Lordship the Right Rev. Salvador Masot, which occurred in the Dominican Convent of Valencia, Spain.

Mgr. Masot was in his sixty-sixth year. He entered the Dominican Order in Toledo on the 8th October, 1853, and received Holy Orders in Manila on the 15th June, 1859. He joined the Mission of Poles on the 9th August of the same year, and on the 20th June, 1884, was appointed by the Holy Father Bishop of Arara and Vicar Apostolic of Foochow. He was the President of the last Synod celebrated in Hongkong a little more than two years ago.

Feeling unwell he came down to Hongkong on the 6th April last, and on the 16th he took passage by the P. & O. steamer Assaye to Brindisi. After accomplishing his "Visit ad Limina" in Rome, he went to rest in his native country, Lerida, Spain.

A lecture given by Mr. Sherwood Eddy M.A., in the City Hall last night was well attended. His Lordship the Bishop of Victoria presided. The lecturer, who took as his subject "The scientific attitude towards religion," pointed out that the moral and spiritual teaching of the Bible could be actually demonstrated, and advised his hearers to individually apply the text. Faith was a scientific experiment.

CANTON.

[FROM OUR OWN CORRESPONDENT.]
March 17th.

THE GAMBLING QUESTION.
Whether licensed gambling will be abolished on the first day of the third moon remains a doubtful question. Although the Viceroy seems greatly desirous of closing all the gaming houses on that date the difficulty of finding additional revenue to make up for that lost on gambling remains as great as ever, and some of the greater provincial officials are strongly in favour of postponing the suppression for another three months. For several successive days meetings of officials have been held, but no decision has as yet been arrived at. A memorial expressing these difficulties has been presented to the Viceroy, but no reply has been received. In the meantime there are several expressions of discontent among the people. The additional taxes on wine, tobacco, salt and other commodities are by no means relished. Rice, firewood and oil are higher in price than they have been for some time, and the people fear that still greater taxation will have to be borne in the near future. There is, moreover, the question of what is to become of the very numerous body of men who are at present employed in the gaming houses. The public opinion is that the bulk of these will turn robbers or even try to unite to create serious disturbances. There is no doubt that the system of licensed gambling is a great national evil, but the fact must not be lost sight of that its abolition demands a very great deal of tact and diplomacy.

OUTRAGE BY ROBBERS.
In the Shun Tak District the robbers are as active as ever. A day or two ago a wedding took place in one of the villages and the bridegroom's father being a prominent man, there were a large number of costly presents. During the third watch of the night the house was surrounded by a large number of armed robbers who completely stripped the house of all its valuables. They then carried away the bridegroom and made their escape. The young man's whereabouts are still unknown, and it is feared that he has been murdered. The Viceroy is at last about to take strenuous action against banditti in all parts of the province. Government troops are to be sent to thoroughly search the villages, and break up the robber gangs and strongholds. His Excellency requested the services of two special military officers from Kwong Sai for this work, but the Army Board in Peking has refused to sanction their transfer. The Board gives as its reason that the boundaries of Kwong Sai are in a very disturbed state, and no able officer is to be withdrawn from his post. The Commander of the Land Forces and Admiral Li are therefore to be trusted with the carrying out of these operations. It is strange that many people are in sympathy with these robbers, saying that it is owing to the badness of the Government that they exist. People blame the Government for not establishing factories, workshops, and reformatories, and so prevent the poor from becoming criminals.

MACAO BOUNDARY—A VOLUNTEER CORPS.
As I have reported on several former occasions the natives of the Heng Shan District are very excited over the Macao Boundary question, and the fact that the delimitation is still not definitely fixed has irritated them very much. These villages which are near the disputed boundary appear to be in a state of ferment, judging from information lately received here. So far have things gone that the residents of the Kung To and adjacent villages have formed a volunteer corps of 200 men. A number of the regulations have been made for the control of this body, and from among these rules the following will give some idea of what the corps is. (1) Ten men of the corps are to be posted for duty in each of the villages near the disputed boundary. They will be prepared for immediate action by day or night. (2) If this movement appears successful more men will be enrolled and more villages similarly defended. (3) Subscriptions are to be collected from the residents of the protected districts, and those who subscribe \$10 or over are to be honoured. (4) A special house will be hired in each protected village to serve as a barrack. (5) Larger sections of the corps will be stationed at Chin Shan, Pak Ling and Wan Chai. (6) The corps will act in conjunction with the Imperial troops if necessary. (7) The Colonel of the 26th Regiment has been requested to make all arrangements for the drill and equipment of the corps. (8) Each volunteer will receive \$7 per month, but those among the gentry who have enrolled will serve without remuneration. (9) The subordinate officials will be appointed by the military officer above mentioned. (10) The corps will be armed with the most modern weapons procurable, and those possessing arms are invited to loan them to the corps. Should this not result in a sufficient supply the Government will be asked to supply arms at reduced rates. (11) Rewards will be given to those effecting the capture of robbers and pirates, and those who bring in information regarding the movements of foreigners across the boundary will also be remunerated. (12) Should a man be killed in action compensation will be given to his family. (13) Any one found giving information regarding the movements of the corps to foreigners will be most severely dealt with. These are but a few of the rules, for the total is over 40. It would appear that the Government has sanctioned the formation of this force, and it will perhaps be remembered by readers of this column that last year, during the régime of the former Viceroy, such permission was sternly refused. Whether or not the presence of a band of 200 or more armed men will tend to promote the general peace of Hengshan time will probably show. It is interesting to note that in the regulations above mentioned the men are termed "patriots."

DECAY OF THE LEATHER INDUSTRY.

For hundreds of years the village called Lo Chuen in the Nam Hoi District has been noted for the manufacture of leather. Ten years ago there were fifty leather factories in this place, while to-day but eight remain, and even these are likely soon to shut their doors. The reason is that during the past few years a great craze for foreign style footwear has been developed. A walk through Shap Pat Po reveals the most surprising variety of shoes, especially those designed for the use of ladies. Even tasteful leather shoes are being made for small-footed women. It is stated that nearly all the leather of which these goods are made is imported, and so the native-made article has been almost entirely ousted from the market. There is no doubt that the manufacturers are in no small degree responsible for this, for the leather turned out by them is very inferior. Still the leather manufacturers decline to admit this obvious fact and the members of their guild are about to present a memorial to the Viceroy on the question. It may be interesting to state in this connection that a very large tannery is in process of erection near Tang Shan, and it is to be equipped with the most modern machinery and appliances. The services of Mr. Withinslaw, who has had a wide experience of scientific tanning in Russia and elsewhere, have been engaged by the proprietors.

KIDNAPPING STUDENTS.

At a place called Kan Kong a teacher named Kwan keeps a private school. On the night of the 16th inst. a number of armed men forced their way into his premises and after making a search for money and valuables went away, taking with them three of the students. The teacher, as soon as the unwelcome visitors departed, went to the local official, who set off in pursuit of the ruffians with a file of soldiers. As usual the robbers made good their escape and nothing is known of the whereabouts of the unfortunate lads.

SCHOLASTIC SUCCESSSES.

At the recent examination for clerks in the Chinese Imperial Postal Service four of the six successful competitors were students from the Ellis Kadoorie Honan College. They obtained the first four places and were all members of the Senior Class of the College. The students of this College have just started a Literary Society which bids fair to be a great success.

THE NEW LIQUOR DUTIES.

WHAT WERE THE TERMS OF THE RESOLUTION?

The question has arisen, we understand, as to whether the liquor in bond in the Colony previous to Thursday afternoon last is liable to the new scale of duties under the terms of the resolution passed by the Legislative Council on Thursday. As the resolution was published in the Hongkong Daily Press on Friday the opening words were:

"Resolved that there shall be paid upon intoxicating liquors hereafter imported, &c."

The italics are our own. In the resolution as it appears in the current issue of the Government Gazette the word "hereafter" does not occur. We understand that relying on the text of the resolution as it appeared on Friday morning in the Hongkong Daily Press, certain importers claimed that liquor which was in bond at the time of the passing of the resolution is not subject to the new tariff of duties, but on behalf of the Government, we are told, it is denied that the word "hereafter" was used in the resolution. We have been asked therefore how it came to be inserted in the resolution published in our Friday's issue.

In answering this question it is our duty to state, in the first place, that no resolution was read to the Council. Each member was supplied with a printed copy of its terms, and the Colonial Secretary in proposing the resolution, as well as H.E. the Governor in submitting it to the vote, "took it as read." Copies of this resolution were apt included among the papers supplied to the reporters, and, as showing how the fatal word "hereafter" came to figure in the resolution as it was published by us, we have further to explain that, in order to avoid divulging its secret, the Government, instead of having the resolution specially printed for members of the Council, apparently cut out from a number of copies of last year's Ordinance section 41 and made the proposed alterations in the tariff in red ink. The copy of the resolution we published was borrowed from a member of Council. The word "hereafter" was not deleted from that copy. Therefore the question to be settled is: Was the resolution passed by the Legislative Council in the terms published in the Hongkong Daily Press or in the terms published in the Government Gazette? As the resolution was not read to the Council, that question can only be settled by an inspection of all the copies which were in the hands of members of the Council at the time the resolution was passed.

We understand that in one or two cases the higher duties on the liquor taken out of bond have been paid under protest.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 4 of 1911.—"An Ordinance to prohibit the use of Dynamite or other Explosives for the purpose of catching or destroying Fish;" Ordinance No. 5 of 1911.—"An Ordinance to amend the Police Force Ordinance, 1900;" Ordinance No. 6 of 1911.—"An Ordinance to amend the Harbour of Refuge Ordinance, 1909;" and Ordinance No. 7 of 1911.—"An Ordinance to introduce into the Criminal Law Ordinances of 1865 certain provisions of the Criminal Law Amendment Act of the United Kingdom of 1861, and for other purposes."

ENTERTAINMENT

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Hongkong, 18th March, 1911. [465]

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Hongkong, 14th February, 1911. [574]

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BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS. January to June,

1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.
Hongkong, 10th June, 1910.HONGKONG GENERAL CHAMBER
OF COMMERCE.HISTORY FROM ITS INCEPTION.
29TH MAY, 1861, TO DATE.

(BY THE HON. MR. E. A. HEWITT, CHAIRMAN.)

(Continued from yesterday.)

Chamber and it was decided that the loss to the
Colon, including the junkmen and
coolies, in the event of all Sunday work, all
being prohibited would more than outweigh the
gain to the comparatively few officers who
might benefit by the proposed legislation.At the annual meeting of the Chamber in
March, the Chairman (Mr. E. Mackintosh)
passed some severe criticisms on the action of
the British Government in regard to the Chefoo
Convention. After years of agitation Chung-
king had been opened to foreign trade, but at the
last moment the Government had agreed to the
alteration asked for by China, that the carrying
trade on the upper Yangtze should be confined to
native sailing vessels.Reference was again made to the question of
the light dues, when it was pointed out that the
extra tax on shipping for the construction of the
Gay Rock Light would very shortly more than
meet the expense incurred, and that in the real
interests of the Colony not only should light
dues not be used for purposes of general
revenue, but that they should be entirely aboli-
shed. Similar statements had been made in the
Chamber's meetings in the earlier years of its
existence.At a meeting held in May, a letter dealing
with this subject was drawn up for transmission
to the Government.Later in the year a special meeting was held to
consider the proposed new Shares Bill.The intention of the Bill was that while giving
full protection to bond free transactions it should
check such reckless gambling as in the pre-
vious two years had met a disastrous effect
upon the Colony. The majority of the mem-
bers present were opposed to the Bill in the
form in which it then stood, and a resolution to
this effect was passed. In spite, however, of their
expressions of opinion the Government passed the
Bill shortly afterwards, with practically no
amendments.The question of appointing a Chinese Consul
for Hongkong was again raised during the year,
when the Chamber recorded their strong oppo-
sition to such an appointment.The local river steamer companies addressed
the Chamber complaining of the preferential
duties granted by the Hoppe in Canton on tea
exported by native craft.This question was before the Chamber for
many years and was only satisfactorily settled
by the Native Customs being placed under the
control of the Imperial Maritime Customs in
1901 after the Boxer rising.Although it had already been stated the Tele-
graph Convention with China had been aban-
doned, it was renewed in the winter of 1891
that Sir John Pender was pressing for a re-
vision of the Convention. The Chamber
therefore renewed the protests against this
agreement both to the Minister at Peking and
the Legation Chamber of Commerce.In consequence of the apathy and indifference
shown by the British Minister towards trade in-
terests, as evidenced on many different occasions,
and the anti-shiping of telegrams and
letters despatched by the Chamber, the
Committee were forced to address themselves
direct to the Foreign Office, with the result
that the Chairman was able to report at the
annual meeting in 1892 that a most marked
change had taken place in the treatment the
Chamber now received.In the summer of 1892 the Governor
requested the Chamber of Commerce to give
an expression of their views on the Shares
Bill, which had now been in force for a twelve-
month. Two meetings were held in August
and September, at which long and able speeches
were made by several of the leading Merchants
of the Colony. The speeches were at times
unfortunately of a distinctly personal and
sermonizing character. Opinions differed very
widely from leaving the Bill as it was, amending
it in one way or another, or in rescinding it in
total. In the end it was agreed by a small majority
to ask the Governor to give the Bill a further
six months' trial and then again refer the ques-
tion to the Chamber.In November Mr. O'Connor, the New Minister
at Peking, passed through Hongkong, when the
Committee had an interview with him, the chief
discussed several matters of interest, the chief
being the Telegraph Convention and preferential
duties by Chinese craft from Kwangtung.The next question under consideration of the
Chamber was that of exchange, and at a meeting
held in November a resolution was adopted to
the effect "that H.M. Government be urged
to take such steps as may be possible in con-
junction with other Governments to see that
if not remove the serious uncertainty which
exists in exchange between silver and gold."
This resolution was telegraphed to the London
Chamber of Commerce.Early in 1893, the unofficial members of the
Legislative Council decided to forward a petition
to the Secretary of State protesting against the
great increase in the cost of the administration of
the Colony and asked the support of the Chamber.
After full consideration it was agreed that while
certain parts of the petition were somewhat be-
yond the scope of the Chamber's operations, it
was decided to support the request for the appoint-
ment of an independent Commission to report
on the cost of administration of Colony, and to
address the China Association in London on the
subject.In May H.E. Herr Von Brandt, German Min-
ister at Peking, and Doyen of the Diplomatic
Body, passed through Hongkong and granted
an interview to the Committee of the Chamber, at
which the gratitude of the Merchants of Hong-
kong was conveyed to his Excellency for the
many services rendered to trade by the interest
he had displayed and the energy shown in endeav-
ouring to force the Chinese Government to
carry out its treaty obligations, while
great regret was expressed at his
Excellency's retirement. In reply his Ex-
cellency dealt with several matters of importance,
especially pointing out the desirability in the
interests of trade both Chinese and foreign for
opening the inland waterways of South China,
more particularly the West River.The Governor having asked the opinion of
the Chamber as to the desirability of making
the Japanese Yen legal tender in the Colony, a
largely attended meeting was held in July,
when it was unanimously agreed that this
should be done. During the discussion, which
was a full one, the question of a British trade
dollar was brought up, but no resolution was
taken on the subject, owing to the divergent
opinions held by these present.Considerable attention was given during the
year to the advantages to be gained by the open-
ing of the West River to foreign trade, the
question being strongly supported by the British
Minister.The Governor having again addressed the
Chamber on the subject of a trade dollar and the
Japanese yen, the Committee replied that owing
to changes which had, and were still, taking place
in the Far East, they were not now inclined to
urge upon the Government that the yen should
be accepted as legal tender.A letter was subsequently received from the
London Chamber of Commerce to the effect that
they had urged upon the Marquis of Ripon the
necessity for coining a British dollar.The Chamber later had to protest against the
regulations made by the Chinese Government to
check the importation of machinery into the
Empire, and the British Minister was communi-
cated with. The Diplomatic Body afterwards
protested against the action of the Chinese
Government. The question remained for some
years before the Chamber, until finally disposed of.
About this time a memorial was drawn up
addressed to the House of Commons advocating
Bimetallism.During this year the first outbreak of bubonic
plague in the Colony took place and shortly
afterwards the Chamber was approached as to
the manner in which sanitary regulations were
being enforced amongst the Chinese.The Committee felt there were grounds for
the complaints made, and it was decided to ask
H.E. the Governor to make such modifications
as could be conceded to meet as far as possible
the objections of the native Community.In view of the war which was now in progress
between China and Japan it is interesting to note
that the Colonial Secretary wrote to the Cham-
ber stating that H.M. Government refused to
treat rice as contraband of war.A question which had already been before the
Chamber was again revived, viz. the entire stop-
page of goods forwarded under transit passes in
South China. The reason for this being that the
local Chinese Officials in the interests of their
own local stations refused to recognise an agree-
ment entered into by the Central Government
with the Treaty Powers.A representative of the Daily Mail had
been in interview with one of the heroes of the
fight described in "Tom Brown's School-days,"
whose true identity has for the last seventy years
been known only to his nearest friends. In
quiet Willington, a Bedfordshire village, lives
the Rev. Augustus Orlebar, who, though he is
nearing his eighty-seventh birthday, still fulfils
all the duties of parish priest. For fifty-two
years he has been vicar of Willington, yet the
village boys have never dreamed that in
the year 1840 the vicar was for one day and
night none other than "Tom Brown," and that
it was he who fought the battle with Slogger
Williams, which of all public school battles
is perhaps the most famous. "I am afraid,"
Mr. Orlebar said, "that the boys of to-day are
not quite of the same hardy stuff that they were
in the days of which my dear old friend Tom
Hughes wrote. I don't imagine for a moment
that it is their own fault. Nowadays boys are
too much pampered and coddled. There is no
moral teacher greater than hardship, and
seventy years ago the Rugby boys had plenty of
that. In my days we used frequently to take
our icy cold baths by the light of pale matches
some of the boys would hold aloft. To-day
nothing but a warm bath seems to be good
enough for a boy. Looking back, I often think
that I owe my longevity to the lack of comfort
in my boyhood."Describing the fight with Slogger Williams,
Mr. Orlebar said: "For some time there had
been bad feeling between us, and one day when
I entered the hall carrying a five bar I saw my
onion sitting very comfortably enjoying a
newspaper. It was too much, and, hardly
knowing what I did, I managed to knock him
with my bat. In a minute we settled down to
what was one of the most prolonged fights
Hughes has ever known. In the book Hughes
describes it as having taken place in the Close,
but that is not correct. It was in the hall
itself that we fought, and, of course, that made
it very much worse, because we had so little
room. Did I win? I'm afraid neither of us
can claim the victory, because when Dr. Arnold
entered the hall and himself stopped the fight
both of us were so badly damaged about the
face he did not recognise us. It was the first
and last occasion that I was in a ring, and my
antagonist, the Rev. Chancellor Bulkeley Owen
Jones, has ever since been one of my firmest
friends."At the annual meeting held shortly after-
wards, no further reference was made to this
question, but a resolution was passed asking the
Government to provide more what some would
call steam launches along the Praya frontage,
and another resolution requesting that the
"chopping of the British trade dollar should be
made illegal."Later in the year some discussion took place
in the Committee as to the propriety of the
Chamber having addressed the Doyen of the
Diplomatic Body at Peking (the U.S. Minister)
on the subject of the opening of the West River
instead of the British Minister.Early in this year Mr. John Andrew at-
tempted to take some piece of goods under transit
pass to Wanchow. The sale of these goods was
stopped by the local authorities, and as a
consequence heavy loss was incurred. The
matter was taken up by the Chamber, who
telegraphed to the British Minister at Peking
on the subject.Under pressure from Peking, the Prefect subse-
quently issued a proclamation authorising traders
to purchase Mr. Andrew's goods, but as the local
Customs dues would still be levied imme-
diately on sale to the Chinese, none would
buy. This matter was therefore referred by
the Chamber of Commerce direct to the Sec-
retary of State for Foreign Affairs, and after con-
siderable delay the Canton Government re-
couped Mr. Andrew for the loss he had sustained.

(To be continued.)

A COLLECTION OF STORIES.

HOW TO ADDRESS AN ARCHDEACON.

Appropos of the resignation of the Archdeacon
of London, a correspondent writes to the *Ch. Arch.
Family Newspaper* that there is no difficulty in
addressing an Archdeacon's duties. He is a
disgrace who discharges archdeaconal func-
tions. It would appear, however, that it is not
so certain as to how an Archdeacon should be
addressed. The Archdeacon of Kingston some
little time ago told a meeting that he had receiv-
ed a letter which was styled "Your Majesty."
Greatly as he esteemed the dignity of his office,
he could not accept such a style of address, but
as he was the "cousin episcopi" (the eye of the
Bishop), he saw no reason why he should not be
addressed as "Your Eyesness."

A MISTAKE.

A dear old gentleman went to the station the
other day to see his daughter off on a journey.
Securing her a seat, he passed part of the car
and went to the window to say a last parting
word. While he was leaving the car the daughter
changed her seat to speak to a friend, and at
the same time a grim old maid took the seat
and moved up to the window.Unaware of the change, the old gentleman
hurriedly put his head up to the window and
said:

"One more kiss, pet."

In another instant the point of a cotton um-
brella was thrust from the window, followed by
the wrathful injunction:

"Scot, you grey-headed wretch!"

INTERVIEW WITH "TOM BROWN."

A representative of the *Daily Mail* had
been in interview with one of the heroes of the
fight described in "Tom Brown's School-days,"
whose true identity has for the last seventy years
been known only to his nearest friends. In
quiet Willington, a Bedfordshire village, lives
the Rev. Augustus Orlebar, who, though he is
nearing his eighty-seventh birthday, still fulfils
all the duties of parish priest. For fifty-two
years he has been vicar of Willington, yet the
village boys have never dreamed that in
the year 1840 the vicar was for one day and
night none other than "Tom Brown," and that
it was he who fought the battle with Slogger
Williams, which of all public school battles
is perhaps the most famous. "I am afraid,"
Mr. Orlebar said, "that the boys of to-day are
not quite of the same hardy stuff that they were
in the days of which my dear old friend Tom
Hughes wrote. I don't imagine for a moment
that it is their own fault. Nowadays boys are
too much pampered and coddled. There is no
moral teacher greater than hardship, and
seventy years ago the Rugby boys had plenty of
that. In my days we used frequently to take
our icy cold baths by the light of pale matches
some of the boys would hold aloft. To-day
nothing but a warm bath seems to be good
enough for a boy. Looking back, I often think
that I owe my longevity to the lack of comfort
in my boyhood."Describing the fight with Slogger Williams,
Mr. Orlebar said: "For some time there had
been bad feeling between us, and one day when
I entered the hall carrying a five bar I saw my
onion sitting very comfortably enjoying a
newspaper. It was too much, and, hardly
knowing what I did, I managed to knock him
with my bat. In a minute we settled down to
what was one of the most prolonged fights
Hughes has ever known. In the book Hughes
describes it as having taken place in the Close,
but that is not correct. It was in the hall
itself that we fought, and, of course, that made
it very much worse, because we had so little
room. Did I win? I'm afraid neither of us
can claim the victory, because when Dr. Arnold
entered the hall and himself stopped the fight
both of us were so badly damaged about the
face he did not recognise us. It was the first
and last occasion that I was in a ring, and my
antagonist, the Rev. Chancellor Bulkeley Owen
Jones, has ever since been one of my firmest
friends."

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THE TROUSERED SKIRT.

"A FEMINE FACADE."

Paris, February 9th.

Sketches published of the new costume show it to be a long divided skirt falling over a pair of full trousers. The skirt has the appearance of an ordinary garment until the wearer begins to walk, when the division reveals itself.

Models of this sartorial sensation are to be seen at the leading dressmakers, and it is likely to be officially launched at the Antoinette races in a fortnight's time. Everyone knows, of course, that a fashion is given to the world at one or other of the great race meetings in the Bois de Boulogne. It was here that the sheath-gown saw the light of day.

Opinions vary as to the gracefulness of the new garment. The "line," certainly, is unspoiled when the body is in repose; but in motion, when the trousers are revealed, the effect is less pleasing. According to some critics, the "culotte" has a bulky and disagreeable appearance.

"After all," observed the charming saleswomen in a Rue de la Paix establishment to-day, "society women are brave enough to dare an innovation of this sort. Did not our grand mothers wear the corset at a moment when our sex stood much more in fear of masculine opinion?"

AN HYGIENIC COSTUME.

"If women did not mind deforming their figures then, they will surely rally to this new mode which is in accord with the principles of hygiene. It is common knowledge that women carry about germs of disease in their clothes through the long skirts trailing up the ground. Imagine the risk that the mother runs of bringing infectious bacilli from the street to her children."

"There is no such danger with the 'jupon-culotte' because the skirt must, necessarily, be free from the ground, and the 'souple' trousers come well above the boots."

"There was, certainly, objection to the 'culotte' because it was dangerous—women have lost their lives in crossing the street on account of their movements being impeded. But it is quite otherwise with the free and independent garment which we propose to adopt. A woman's limbs, behind the feminine facade, will be almost as untrammelled as a man's."

A GENUINE "LINE."

"Stout women had, I think, a legitimate grievance against the hobbled skirt; evidently it was not intended for them—their amplitude was exaggerated; but this new fashion can quite easily be accommodated to the full figure. I see no reason, really," added the fair chatter, "in tones that would have melted any intending purchaser's heart, 'why this latest emblem of Paris' chic should not have a great popularity.'"

"Do I look for its greatest success in Paris or abroad?"

"La Venduse" reflected a moment, and then she said, simply: "Well, of course, the French woman of the Faubourg St. Germain and of the bourgeoisie is very conservative, very correct, and little inclined to experiment. But I imagine that, when she sees how nice the actresses and professional beauties look in this elegant and practical garment, she will adapt it to her own case. Yet, since you ask me for an honest opinion, I may say that we look for the larger sale from the two Americas, North and South, and also, from England."

"But in England," I hazarded, "the ladies are little inclined to change in so radical a manner."

COURAGEOUS ENGLISH.

"I do not know," she replied, "but at least your countrywomen show themselves very courageous, and not in the least afraid of ridicule, when they are bent upon a certain course. Have you not seen a splendid chance, for instance, for the leading Suffragettes to show their independence of masculine prejudice or even of that of their own sex?"

I left the Rue de la Paix convinced that there was a future for the new robe. On the way to the Opera I encountered an elderly gentleman of my acquaintance—white-haired and rosetted with the Legion of Honour—a picture of respectability. Him I founded on the question of the hour.

"Divided skirts, Pasha trousers—what next, indeed! Is no female ill-advised to be left to us? What could be more charming than the glimpse of a neatly-turned ankle—more innocently charming?"

"But trousers, my good sir—there is nothing attractive about them. And, again, the effect of the new fashion depends largely upon the feet. If they are small, so much the better; if they are—The lumbricous arrival of a motor-bus cut the phrase in two and left it unfinished."

When Juggernaut had passed, my elderly friend continued: "I have only one consolation."

"And that is—?"

"That Parisian taste and inventiveness will conquer the difficulties of making trousers beautiful."

"You anticipate, then, be-flowered garments, touched with an Eastern extravagance?"

"Nonsensical!" he ejaculated, with a sigh. —*Evening Standard.*

AN ORGANIST WITH IMAGINATION.

Dr. W. H. Richards, speaking before the Incorporated Society of Musicians, in a reference to sacred music, said: "There ought to be no rambling or with handfuls of notes. The music ought to be rhythmic and in time. The prelude to the anthem is generally too long. Lengthy improvisations should be left to the exceptionally gifted. Accompaniments to old Church music should always be in the legato style. Anything in the nature of a choppy style should be avoided. A young man was asked to play an organ accompaniment as if he were accompanying one of the ten commandments. He played in a staccato style, and, when asked why he did so, he said: 'I was accompanying the eighth commandment. Thou shalt not steal,' and I was indicating light fingers."

WEATHER REPORT.

On the 19th at 12.10 p.m.—The barometer has fallen moderately over E. Japan, and the Bonins, and risen considerably over the E. coast of China, Formosa and the Loochoos.

The depression lying in the neighbourhood of the latter area yesterday has moved towards N.E., and now lies off S.E. Japan.

The high pressure area remains over N. China. Pressure is inclined to give way again over S.W. China and Hongkong.

Strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood: (F) N.E. winds, strong.
Formosa Channel: Same as No. 1.
South coast of China between: Same as No. 1.
South coast of China between: Same as No. 1.
Hongkong and Loochoos: Same as No. 1.
N.E. and E. winds, strong; squally, fair at first, probably some rain.

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TJILWONG	AMOV.	Second half of Mar.	JAVA	Second half of Mar.
TJILATAP.	JAPAN.	Second half of Mar.	JAVA	Second half of Mar.
TJIBODAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.
TJIMARI	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	Second half of April	JAPAN	Second half of April
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE"	20,300	Wed. day, 22nd Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	17,000	About 22nd March.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	6,750	Saturday, 25th Mar., at 11 P.M.
KUDAT and SANADAKAN	"BORNEO"	5,050	End of Mar.
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,100	About 4th April.

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Hongkong, 11th March, 1911.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Princess Alice* left Shanghai on the 18th inst. at 10 p.m., and may be expected here to-morrow at daylight.

The H. A. L. str. *Sengambie* left Singapore on the 17th inst. noon, and may be expected here on or about the 23rd inst. p.m.

The *Toyoko* Kien Katsa received a cable advising that the str. *America* has arrived San Francisco March 16th.

The "Shire" Line str. *Windshire* left Singapore for Hongkong on the 18th inst. at 7 a.m., and may be expected here on or about the 25th inst.

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Steamer	Tons	1 P.M. SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
DEVANHA ...	8000	April	1	MOLDAVIA...	10000	April 29	May 5
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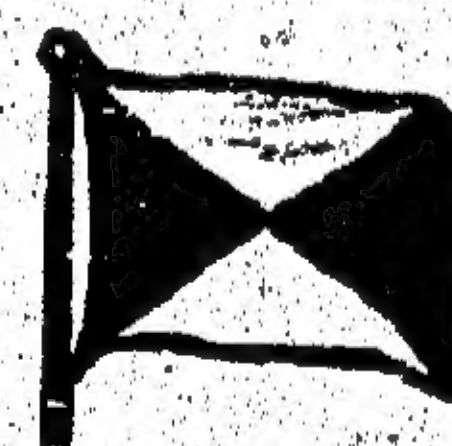
STEAMERS	Leave HONGKONG	Due LONDON
NORE	March about 22	about 3
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 AMIGO, German str., 822, W. Langschwager, 19th March—Pukhoo and Itohow 17th March, General—Jensen & Co.
 CHEMAN, British str., 18th March—Canton, Duxan, Norwegian str., 1,102, A. M. Hoon, 19th March—Bangkok and Siam 18th Mar., Rice—Aagaard, Thoresen & Co.
 GLENOLLY, British str., 2,399, W. H. Padell, 19th March—Hagana and Singapore 8th March, Rice and General—Seang Tak Hong.
 HAIKUN, British str., 643, A. H. Stewart, 18th March—Swatow 17th March, General—Dough, Laprak & Co.
 HAIKUN, British str., 1,352, A. E. Hodgins, 19th March—Foolow 16th via Swatow 18th March, General—Dough, Laprak & Co.
 HANGSANG, British str., 1,356, Spencer Wilde, 17th March—Wuhu and Chinkiang 13th March, General—Jardine, Matheson & Co.
 MOTES, British str., 2,167, J. Rosie, 18th Mar.—Barry Dock 28th Jan., Coal—British Government.
 PHUANG, German str., 1,021, V. Mangelsdorf, 18th March—Bangkok 11th March, Rice and Meal—Butterfield & Swire.
 PHOMETHUS, British str., 2,583, J. N. Williams, March—Shanghai 16th March, General—Butterfield & Swire.
 SALAMADJE, Dutch str., 1,235, F. Boudou, 19th March—Balik Papan and Tarakan 12th Mar., Liquid fuel—Asiatic Petroleum Co.
 SAMBA, German str., 4,463, Heuss, 18th Mar.—Buenos Aires 15th March, General—Hamburg-Amerika Linie.
 SINGAN, British str., 1,047, F. Jamieson, 19th March—Haiphong and Hoihow 17th Mar., Rice and General—Butterfield & Swire.
 SHINSUI MARU, Japanese str., 2,850, T. Okuma, 17th March—Mito 11th March, Coal—Mitsui Bussan Kaisha.
 SILBET, German str., 4,428, B. Selmer, 18th March—Yokohama 27th Feb., General—Hamburg-Amerika Linie.
 TULIATAP, Dutch str., 4,000, A. W. M. Rooy, 17th March—Mog 11th March, General and Coal—Java-China-Japan Line.
 WINGSANG, British str., 18th March—Canton, WONGKOL, German str., 1,363, H. Ibersen, 19th March—Bangkok and Swatow 18th March, Rice and Wood—Butterfield & Swire.
 YUNNAN, British str., 1,240, G. W. Eddy, 18th March—Saigon 15th March, General—Butterfield & Swire.

DEPARTURES.

18th March.
 ALDENHAM, British str., for Shanghai.
 ANCHIN, German str., for Swatow.
 CHILDA, Norwegian str., for Swatow.
 HONGKONG, French str., for Haiphong.
 KWANGTAI, Chinese str., for Canton.
 LUTHERING, British str., for Singapore.
 LOYAL, German str., for Kobe.
 MAEMORA, British str., for Europe, & SANKAKU, German str., for Swatow.
 TAIYUN MARU, Japanese str., for Takao.
 TULIATAP, Dutch str., for Batavia.
 YUNKING, British str., for Canton.
 YUNKING, British str., for Manila.
 19th March.
 AFGHAN PRINCE, British str., for Shanghai.
 CHEMAN, British str., for Shanghai.
 CHOWYANG, British str., for Saigon.
 DAIYIN MARU, Japanese str., for Swatow.
 HAIKUN, British str., for Swatow.
 HANGSANG, British str., for Canton.
 HORSANG, British str., for Singapore.
 LOWTHER CASTLE, British str., for Singapore.
 TAIKOSAN MARU, Japanese str., for Saigon.
 TAIWAN, British str., for Saigon.
 TREMACUS, British str., for Saigon.
 WINGSANG, British str., for Shanghai.
 YEOHIO MARU, Japanese str., for Anping.

SHIPPING REPORTS.

The British str. Haiyang reports: Fresh wind, moderate gale overcast, rough sea.
 The British str. Yunnan reports: Fine till afternoon of 17th instant; thence strong N.W. wind and rainy.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. China is due to arrive at Hongkong to-morrow between 6 and 8 a.m.
 The P. M. S.S. Co. str. Asia sailed from San Francisco on the 15th instant for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 12th inst.
 THE AUSTRALIAN MAIL.
 The E. & A. str. Empire left Sydney on the 16th inst. for this port (via Queensland ports, Port Darwin, Timor and Manila).
 THE CANADIAN MAIL.
 The C.P.R. Co's str. Monteville left Vancouver, B.C., for Hongkong (via usual ports of call) on the 6th inst. at p.m.
 THE GERMAN MAIL.
 The I.G.M. str. Kleist, carrying the German Mails with date from Berlin of the 22nd ult., left Colombo on the 12th inst. p.m., and may be expected here on or about the 23rd inst. a.m.
 THE INDIAN MAIL.
 The Ind-China str. Laisang from Calcutta and the Straits left Singapore for this port on the 15th inst. at 4 p.m.
 THE N.Y.K. MERCHANT STEAMERS.
 The N.Y.K. str. Asaka Maru (American Line) left Kobe for this port via Moji and Shanghai on the 10th inst., and is expected here to-day.
 The str. Glenelg passed the Suez Canal on the 14th ult. and is due here to-day.
 The Mogul Line str. Montrose from United Kingdom left Singapore on the 15th inst., and is due here to-morrow.
 The O.S.K. str. Mexico Maru from Tacoma, arrived at Yokohama on the 8th inst., and left thence for this port via Kobe and Shanghai, and is due to arrive at this port on the 23rd inst.
 The "Ben" Line str. Benalder from Antwerp, Middlebrook, and London, left Singapore on the 16th inst. for this port.
 The N.Y.K. str. Bingo Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th inst., and is expected here on the 23rd inst.
 The Mogul Line str. Pathan left United Kingdom on the 12th inst. for Hongkong via Straits.

STEAMERS PASSED THE CANAL.
 Feb. 21st—C. F. Lopez, Calhoun, Flamingo, Laertes, 24th—Belgavia, Idomena, Kinkuck, Palma, 24th—Sunka, 28th—Benvenia, Bantang, 30th—Bentworth, Indraganah, Patroclus—himosa, Villa de la Ciotat, Indravelli, Sachem, 7th—Aki, ara, Memnon, Slavonia, Suevia, 10th—A. amonon, Nubia, Monmouth, eire, Senior, 14th—Benvenia, Caledonia, Oshan, Dore, Castle, Rielia, Tonka, Arcadia, 17th—Jaxon, Lothian, Ayasaki Maru, Prince of Friedrich, Prince Ludwig.
 ARRIVALS.
 March 17th—Dionid, Oceanion.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, B.N.E.	P. & O. S.N. Co.	About 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S.N. Co.	About 1st April.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, B.N.E.	HAMBURG-AMERIKA LINIE	About 5th April.
BREMEN HAMBURG & ANTWERP, &c.	ALESIA	Ger. str.	—	Habel	HAMBURG-AMERIKA LINIE	On 10th April.
COPENHAGEN & PALMCO PORTS.	AMERICA	Ger. str.	—	Deinat	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	YEDDO	Swed. str.	—	Reuss	OLDF WIL & CO. LTD.	End of Mar.
HAYRE, BREMEN & HAMBURG, &c.	SAMBIA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PREUSSEN	Ger. str.	—	Sekhorn	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SENEGAMBIA	Ger. str.	—	C. H. Buller	HAMBURG-AMERIKA LINIE	On 24th April.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, HAYRE & HAMBURG, &c.	HIMANO MARU	Jan. str.	—	K. Kawana	NIPPON YUSEN KAISHA	On 29th inst. at D'light
TAIPEI, AC. VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	Elbo	NIPPON YUSEN KAISHA	On 12th April, at D'light
NATIES, GENDAL, ALGERIE, GIBRALTAR, &c.	REINERFELS	Ger. str.	—	R. Dannecker	HAMBURG-AMERIKA LINIE	On 15th April.
BOSTON & NEW YORK	VORWAERTS	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 29th inst. at 2 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINCEZ ALICE	Brit. str.	—	B. Archibald	DODWELL & CO. LTD.	On 22nd inst. at Noon.
VICTORIA, C.B. & TACOMA VIA JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	—	T. Salter	CANADIAN PACIFIC R. CO.	About 7th April.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE	Brit. str.	—	Tomhaga	CANADIAN PACIFIC R. CO.	On 18th April, at 7 A.M.
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	K. Noda	OSAKA SHOSEN KAISHA	On 22nd inst. at D'light
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	Lamont	NIPPON YUSEN KAISHA	On 25th April, at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SEIYU MARU	Brit. str.	—	W. W. Greene	THE BANK LINE, LIMITED	On 24th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	H. Hasenauer	PACIFIC MAIL S.S. CO.	On 31st inst. at 1 P.M.
ATLANTIC PORTS VIA MANILA	CHIYO MARU	Jap. str.	—	M. Winckler	PORTLAND & ASTORIA S.S. CO.	On 8th April.
AUSTRALIAN PORTS VIA MANILA	HERCULES	Brit. str.	—	M. Winckler	MELCHERS & CO.	On 25th inst. at D'light
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Brit. str.	—	F. Isako	NIPPON YUSEN KAISHA	On 10th April, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAITIAN	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 14th April, at Noon
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	K. Hashimoto	NIPPON YUSEN KAISHA	On 12th inst. at 11 A.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	P. J. van Emmerick	YOYO KISEN KAISHA	About 4th April.
JAPAN, HONOLULU, MANANILLO, &c.	AKI MARU	Jap. str.	—	T. A. Mitchell	JAVA-CHINA-JAPAN LINE	On 19th April, at 1 P.M.
TIENSIN VIA SWATOW & WEIHAIWEI	PRINZ WILHELM	Ger. str.	—	Raich	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI, KOBE & MOJI	KUMANO MARU	Jap. str.	—	O. Fahnke	SANDER, WIELER & CO.	To-day, at 2 P.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	C. Lindbergh	OSAKA SHOSEN KAISHA	About 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	E. W. Cookman, B.N.E.	BUTTERFIELD & SWIRE	On 23rd inst. at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	CHONGHING	Brit. str.	—	A. Horn	P. & O. S.N. Co.	About 23rd inst.
SHANGHAI, YOKOHAMA & KOBE	FOOKANG	Brit. str.	—	S. J. G. Parsons	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI, YOKOHAMA & KOBE	AELEST	Am. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 25th inst. at M'night
SHANGHAI, YOKOHAMA & KOBE	BUJON MARU	Jap. str.	—	Kotze	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, YOKOHAMA & KOBE	LINAN	Brit. str.	—	V. Zwart	HAMBURG-AMERIKA LINIE	About 30th inst.
SHANGHAI, YOKOHAMA & KOBE	PALMA	Brit. str.	—	J. Meuthel	JAVA-CHINA-JAPAN LINE	On 7th April.
SHANGHAI, YOKOHAMA & KOBE	SENEGAMBIA	Ger. str.	—	Foreyth	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIHUA	Brit. str.	—	A. E. Hodgins	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI, YOKOHAMA & KOBE	ENINGO MARU	Jap. str.	—	J. W. Evans	DOUGLAS LARPAIK & CO.	To-morrow, at 11 A.M.
SHANGHAI, YOKOHAMA & KOBE	DREI	Brit. str.	—	A. E. Stewart	DOUGLAS LARPAIK & CO.	On 24th inst. at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	SEIYU MARU	Jap. str.	—	W. C. Pasmore	DOUGLAS LARPAIK & CO.	On 25th inst. at 11 A.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	E. Jamieson	BUTTERFIELD & SWIRE	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	SHAW, TOMES & CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	On 30th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	End of Mar.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	YU MARU	Jap. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	Quick despatch.

EST ASIATIQUE FRANCAIS THE BANK LINE, LIMITED.

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (via Kwang Chow Wang).

Fortnightly Service in 58 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.
 "EMPERESS OF CHINA" SAT., 8th April
 "MONTEAGLE" TUESDAY, 18th April
 "EMPERESS OF INDIA" SAT., 29th April
 "EMPERESS OF JAPAN" SAT., 20th May
 "EMPERESS OF CHINA" SAT., 10th June
 "MONTEAGLE" WED., 28th June
 From St. John, N.B.
 "EMPERESS OF IRELAND" FRI., 5th May
 "ALLEN LINE" FRIDAY, 26th May
 "EMPERESS OF BRITAIN" FRI., 16th June
 "ALLEN LINE" FRIDAY, 7th July

"Empress" Steamships leave HONGKONG at 7 A.M.
 "Monteville" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers 243 \$45.
 and 1st Class Railway 243 \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First-Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 U. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. & SEATTLE VIA SHANGHAI AND JAPANESE PORTS.

Steamer	Tons	Captain	To Sail on or About
STRATHADLE (chartered)	4,380	Lamont	13th April
SUVERIO	6,232	F. S. Cowley	4th May

To be followed by other Steamers of the Company at regular intervals.
 The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Ortelio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallase and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.

(THE BANK LINE AGENCY),

Hongkong, 16th March, 1911. KING'S BUILDING (Fourth Floor). [173]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAYING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA"

Captain Reich, will leave for the above

places TO-DAY, the 20th inst., 2 P.M.

This Steamer has capital accommodation for

passengers. Electric light, carries a doctor

and a stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Princes' Building,

Hongkong, 17th March, 1911. [3]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR

FIUME AND TRIESTE (Direct),

Calling at SINGAPORE, PENANG

COLOMBO, BOMBAY, KARACHI,

ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRITISH

SEA, BLACK SEA, LEVANT, VENEZIA,

AND ADELPHI PORTS.

THE Company's Steamship

"VORWAERTS"

Capt. Dannecker, will be despatched as above on

WEDNESDAY, 29th MAR., AT

2 P.M.

This Steamer has capital accommodation for

passengers, excellent cuisine, electric light,

electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Princes' Building,

Hongkong, 6th March, 1911. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAEZE" On or about 7th April.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 14th March, 1911. [446]



Cutler, Palmer & Co.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NORSE Capt. G. Phillips, R.N.R.	About 22nd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cookman, R.N.R.	About 23rd Mar.	Freight only
SHANGHAI	DELHI Capt. H. S. Bradshaw	About 30th Mar.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 1st April	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	PALAWAN Capt. C. R. Longden, R.N.R.	About 5th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI and TIENTSIN	"KUEICHOW"	On 21st Mar., 8 light
AMOI and SHANGHAI	"WUHU"	On 21st Mar., 3 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 21st Mar., 4 p.m.
HAIPHONG	"SINGAN"	On 22nd Mar., Noon
SHANGHAI	"LINAN"	On 23rd Mar., 4 p.m.
MANILA, CEBU and ILOILO	"CHINHUA"	On 25th Mar., 11 night
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	On 28th Mar., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 845 SINGLE and 880 RETURN.
For Freight or Passage apply to—
HONGKONG, 20th March, 1911.

BUTTERFIELD & SWIRE,
AGENTS. [10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

STEAMERS	TO SAIL
S.S. SENEGAMBIA	24th March
S.S. SUBVIA	7th April
S.S. BAYERN	20th April
S.S. FREINFEELS	6th May
S.S. SCANDIA	18th May
S.S. SLAVONIA	4th June
S.S. SAXONIA	15th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th March, 1911.

[12]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Tuesday, 21st Mar., 8 light
TIENTSIN via SWATOW and WEIHAWEI	"CHEONGSHING"	Tuesday, 21st Mar., Noon
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Wedday, 22nd Mar., Noon

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMKANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 20th March, 1911.

[15]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 24th Mar., at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 28th Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
HAIMUN	Capt. A. H. Stewart	SUNDAY, 26th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th March, 1911.

[9]

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
SIBERIA	18,000	FRIDAY, 24th March, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 p.m.
KOREA	18,000	SATURDAY, 27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY, 9th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 p.m.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.E. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 p.m.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 p.m.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 p.m.
On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.
HONGKONG to SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KANAGAWA MARU Capt. C. H. Butler	7,000	THURSDAY, 23rd March.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 29th Mar., at Daylight
	TANGO MARU Capt. K. Kawano	8,000	WEDNESDAY, 12th April, at Daylight
	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. Fominaga	7,000	TUESDAY, 28th March, at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 25th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th May, at Noon
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. A. Mooker	7,000	TUESDAY, 21st March
KOBE and YOKOHAMA	BIGNO MARU Capt. S. J. G. Parsons	7,000	WEDNESDAY, 29th March
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 30th Mar., at 11 A.M.
	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 12th April, at Noon

* Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.
HIRANO MARU	9000	29th Mar.	1st Class S. Y. 560.00
TANGO	8000	12th April	" " " 2nd Class S. 360.00
KAMO	9000	26th "	" " " 1st Class S. 500.00
AKI	7000	10th May	" " " 2nd Class S. 330.00
MISHIMA	9000	24th "	" " " 1st Class S. 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

To Pacific Coast Common Points:

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:
INABA MARU	7000	28th Mar.	1st Class S. 236
TAMBA	7000	25th April	2nd Class S. 221
AWA	7000	23rd May	To London via New York: 1st Class S. 260

For further information as to Freight, Passage, Sailings, &c., apply to
14-40] T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
662] Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April, 14th, 1 p.m.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 p.m.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 p.m.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 p.m.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 14th April, at 1 p.m.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 p.m.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 p.m.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45-0-0 Single
" NEW YORK	£ 60-0-0
" LONDON	£ 71-10-0
"	£ 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	£ 125-0-0, " 24
" VALPARAISO	Yen. 420.00, Single
"	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws: Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,192	WEDNESDAY, 22nd Mar., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight

The Co's Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated in MIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best stowage rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI and FOCHOW	"BUJUN MARU"	THURSDAY, 23rd Mar. at 8 A.M.

For information as to Freight, Passage, Sailings, &c., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

FOR SALE! STRONG STEEL-PLATED SAFES OF THE FAMOUS GERMAN FACTORY "OSTERTAGWERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM
\$22 up to \$150.

The Safes may be seen at any time in the Offices of the Sole
Representative

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

MAILS BY SIBERIAN ROUTE.—Quarantine restrictions at Shanghai have now been
withdrawn on arrivals from Dairen. Mail Steamers will leave Shanghai for Dairen twice a week,
on Tuesdays and Saturdays.

The China, with the American Mail, may be expected here to-morrow at 8 a.m.

FOR	PER	DATE
Amoy and Shanghai	Tyitaran	Monday, 20th, NOON
Shanghai, Yokohama and Kobe (SIBERIAN MAIL TO EUROPE)	Austria	Monday, 20th, 1.00 P.M.
Manila, Cebu and Iloilo	Sui Tai	Monday, 20th, 1.15 P.M.
Shanghai, Kobe and Moji	Zafiro	Monday, 20th, 3.00 P.M.
Swatow, Weihaiwei and Tientsin	Fookiang	Monday, 20th, 5.00 P.M.
Hankow, Singapore and Bangkok	Kueichow	Monday, 20th, 5.00 P.M.
	Yantai	Monday, 20th, 5.00 P.M.
Singapore, Penang and Colombo	Nore	Tuesday, 21st, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 21st, 10.00 A.M.
Swatow, Weihaiwei and Tientsin	Cheongching	Tuesday, 21st, 11.00 A.M.
Manila	Sui Tai	Tuesday, 21st, 1.15 P.M.
Amoy and Shanghai	Wuhu	Tuesday, 21st, 2.00 P.M.
Manila, Cebu and Iloilo	Tean	Tuesday, 21st, 3.00 P.M.
Nagasaki, Kobe, Yokohama, Victoria and Isosima	Seattle Maru	Tuesday, 21st, 5.00 P.M.
Singapore, Penang and Calcutta	Kutang	Wednesday, 22nd, 10.00 A.M.
Hankow	Singan	Wednesday, 22nd, 10.00 A.M.
		Wednesday, 22nd, Printed Matter and Sam- ples, 10.00 A.M. Registration, with late fee of 10 cents up to 10.45 A.M. Registration, Kawloon B.O., 10.00 A.M. No late fee. Letters, 11.00 A.M. Thursday, 23rd, 10.00 A.M. Friday, 24th, 10.00 A.M. Friday, 24th, Printed Matter and Sam- ples, 11.00 A.M. Registration, 10.15 A.M. Registration, with late fee of 10 cents, up to 11.00 A.M. Registration, Kowloon B.O., 10.30 A.M. No late fee. Letters, NOON
Shanghai, Nagasaki, Kobe, Yokohama, Hankow and San Francisco	Siberia	Friday, 24th, 5.00 P.M.
Manila, Cebu, Iloilo, Yap, Angkor, Friedrich Wilhelmshafen, Rabaul, Herberstshofe, Matupi, Brisbane, Sydney, Hobart, Laun- ceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Coblenz	Friday, 24th, 5.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjilitong	Saturday, 25th, 11.00 A.M.
Shanghai	Chinkwa	Saturday, 25th, Registration, 4.15 P.M. (Registration with late fee of 10 cents up to 5.00 P.M.) Letters, 6.00 P.M.
Swatow, Amoy and Foochow	Haimun	Sunday, 26th, 9.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Yoko- hama, Victoria B.C. and Seattle Wash.	Haining	Tuesday, 28th, 10.00 A.M.
	Fraba Maru	Tuesday, 28th, 10.00 A.M.

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S SANITARY WASHABLE DISTEMPER HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, in-
cluding rich dark as well as light shades.
It contains no lead, therefore ceilings coated
with white or tinted Hall's Distemper do
not turn black with sulphur.
It sets the hardest of any article yet offered,
and neither cracks, blisters, nor peels off.
It is a strong disinfectant and should be used in
all fever or infectious cases as recommended
by the medical faculty.
It is non-poisonous and clean in working.
It destroys flies, bugs, and other objectionable
insects.
Many of the colours will stand on new plaster
walls.



"The advantages of using a paint which contains an effective microbe destroyer are
obvious. A distinct advantage is the readiness with which it may be cleaned without
injuring it."

SOLE AGENTS

WILLIAM C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.

IMPORTANT NOTICE.

WE BEG TO NOTIFY our Customers and the Public generally that the duties on
Liquors have been advanced to the following rates:—
Brandy and Liqueurs ... \$4.30 per gallon or \$8.40 per 1 doz. Quarts.
Whisky and Gin ... 3.00 " " 6.00 " 1 " "
Rum and Other Spirits ... 1.50 " " 3.00 " 1 " "
Champagne and Other Sparkling ... 3.00 " " 6.00 " 1 " "
Wines ... 2.40 " " 4.80 " 1 " "
Port, Sherry and Madiera ... 1.50 " " 3.00 " 1 " "
Still Wine in Bottle ... 1.20 " " 2.40 " 1 " "

We regret to have to inform our Customers that in consequence of the
Government's action, we will have to increase our Prices for Goods in accordance
with above scale.

OUR NEW PRICE LIST WILL BE ISSUED ON APRIL 1ST NEXT.

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL,
HONGKONG,
AND 63, HAIPHONG ROAD, KOWLOON.

Hongkong, 18th March, 1911.

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COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

March 18th.	
ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/10
ON PARIS.—	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY.—	
On demand	185 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON CALCUTTA.—	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON SHANGHAI.—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA.—	
On demand	88
ON MANILA.—	
On demand—Pesos	88
ON SINGAPORE.—	
On demand	76 1/2
ON BATAVIA.—	
On demand	107 1/2
ON HONGKONG.—	
On demand	1 1/2 p.m.
ON SAEKON.—	
On demand	1 1/2 p.m.
ON BANGKOK.—	
On demand	86
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD-LEAF, 100 fine, per tael	\$57.80
SILVER, per oz.	24 1/2
SUBSIDIARY COINS.	
Chinese	20 cents, pieces
Chinese	20 cents, pieces
Hongkong	10 " "
Hongkong	10 " "

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 17TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$880, buyers
National Bank of China, Limited	99,225	\$7	26	\$85, buyers
China Borneo Company, Limited	60,000	\$12	12	\$104, buyers
China Light and Power Company, Limited	50,000	\$1	10	\$1.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	10	\$74, sales
GOVERNMENT MILLS.—				
Two Cotton Spin. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 48.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19.
DOCK AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, x.d. sal. & sel.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$67	all	\$64, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$54, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65, sellers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 94, buyers
Fenwick & Co., Limited	18,000	\$25	\$25	\$25.
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200.
Hongkong Electric Co., Limited	60,000	\$10	all	\$123, sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$106, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$56, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$156, buyers
Hkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$174.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119.
China Traders Insurance Co., Limited	24,000	\$53.50	\$25	\$37.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$338, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$330, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$207, sales
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	53,000	\$10	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$62.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$50.
Shanghai Land Investment Co., Limited	73,000	Tls. 50	Tls. 50	Tls. 32, sellers
West Point Building Co., Limited	12,500	\$50	\$50	\$46, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$23.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	75,000	\$10	\$10	\$6.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103, x.d. buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sales & buy.
Robinson Sugar Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84.
Douglas Steamship Co., Limited	20,000	\$50	all	\$13, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$29.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	60, bu. (L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$9.9 sellers
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$5	\$12.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25.
STORERS AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$104, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$5, buyers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
S. S. Watson & Co., Limited	50,000	\$10	\$10	\$7, sales
Weissmann, Limited	5,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$10, sellers
Union Waterboat Co., Limited	100 fids.	\$10	\$10	\$300.
RUBBER.—				
Para Rubber in London	50,000	\$10	\$10	\$64, buyers

Loans	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Par.

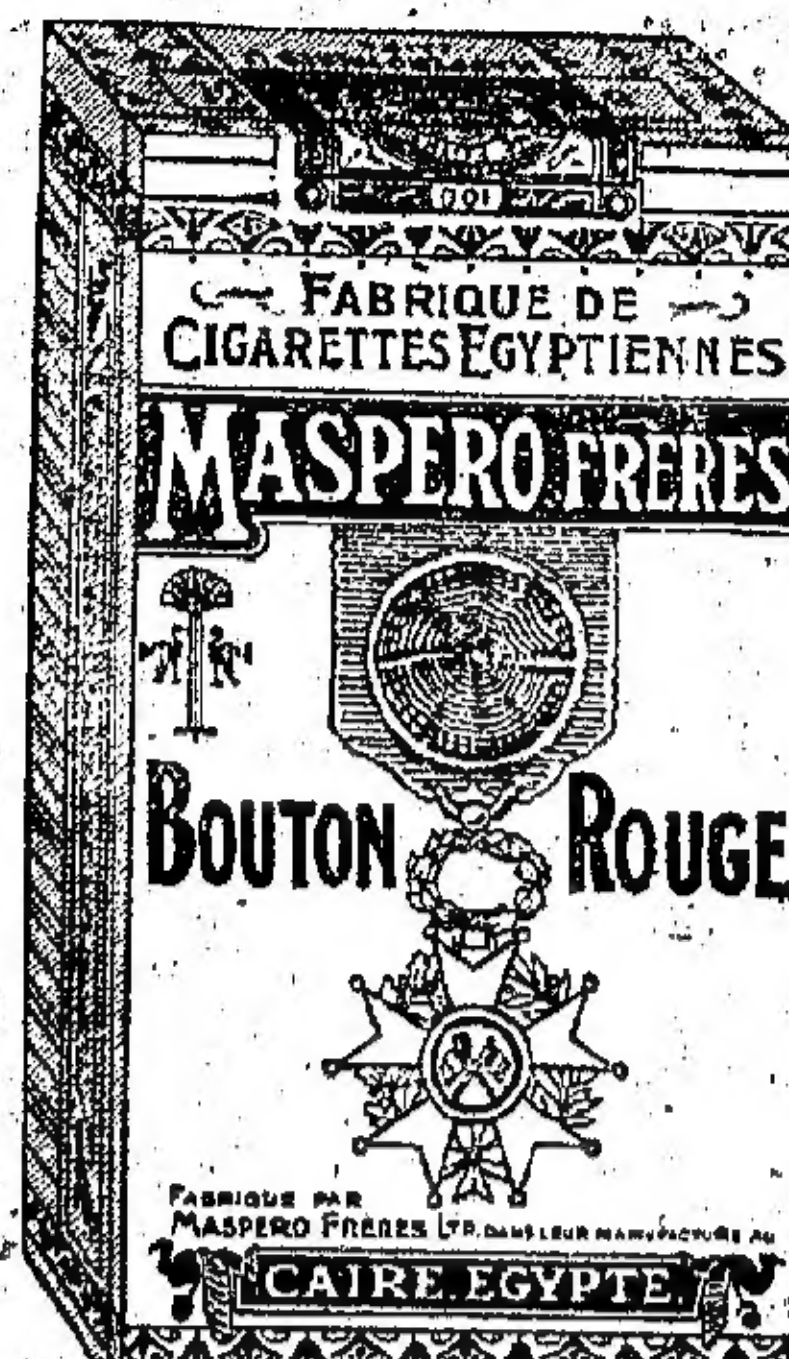
TO-DAY
4 P.M.—Annual General Meeting of Hongkong
General Chamber of Commerce, City Hall.

FORTHCOMING EVENTS.
Saturday, 25th March—Twenty-Second Ordina-
ry Annual Meeting of Green Island
Cement Co., Ltd., 11.30 A.M.
Saturday, 25th March—Auction of Valuable
Household Property at Sales Room, by Mr.
Geo. P. Lummet, 3 P.M.
Saturday, 25th March—Annual Dinner of
Devonian Society, at Hongkong Hotel,
8 P.M.
Monday, 27th March—Auction of Crown Land at
Kennedy Rd., by Public Works Dept., 3 P.M.
Tuesday, 28th March—Eighteenth Yearly
Meeting of The China-Borneo Co., Ltd.,
12.15 P.M.
Friday, 31st March—Bandmann Opera Co. at
Theatre Royal—"The Balkan Princess."
Saturday, 1st April—Annual Dinner of Oxford
and Cambridge Dinner, at Hongkong Club,
7.45 P.M.

ON SALE
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver.
FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.
Price: \$1 Cash.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

Tuesday, 4th April—Extraordinary General
Meeting of the Hongkong Fire Insurance
Co., Ltd., NOON.

THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above
Company is its
**STERILIZED
NATURAL MILK.**
A trial of which will satisfy you of its
EXCELLENCE.

LARGEST SALE
in the
WORLD.

As a guarantee
of Quality,
see the
MILKMAID
on every Tin.

PRICE:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$27.00 Per Case of 4 Doz. Tins.
ON SALE AT—
LANE, CRAWFORD & Co.
KWAN TSE, Queen's Road Central.
CHEONG TSE, Queen's Road Central.
MAN YUEN, Queen's Road Central.
SAM HING LEONG, Queen's Road Central.
NATURAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Canine Road.



BENEDICTINE, D.O.M. \$50.75 for 1 doz. Qts.

BRANDY ★★★★★ - \$32.25

"★★★★ - \$29.50

"★★★ - \$26.25

"★★ - \$21.00

"★ - \$27.25

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND, WHITE LABEL \$19.50

WHISKY, DO. SPECIAL, RED " \$25.75

WHISKY, C. P. & CO'S "SPECIAL" \$17.50

PORT WINE, INVALIDS - \$26.00

PORT WINE, DOURO - \$19.25

SHERRY, LA TORRE - \$22.00

SHERRY, AMOROSO - \$26.00

SIEMSEN & CO.,
HONGKONG AGENTS.

OPIUM.		FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, & C.	
March 15th		PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST. is given in the HONGKONG WEEKLY PRESS. with which is incorporated THE CHINA OVERLAND TRADE REPORT Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.	
Malwa New	\$2,350/2,400 per picul		
Malwa Old	\$2,410/2,420		
Malwa Older	\$2,450/2,450		
Malwa V. Old	\$2,460/2,460		
Periana fine quality	\$1,200/1,400		
Periana extra fine	\$2,050		
Patna New	\$2,450 per chest.		
Patna Old	"		
Benares New	\$2,375		
Benares Old	"		

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